

Mar. 12; Riverdale, 18; Amphitrite,
April 2; Port Adelaide, 23; Cardi-

Norddeutscher Lloyd's S. S. Co.'s
steamship *Neckar*, with the next out-
ward GERMANY MAIL, dated Berlin, 10th

11th instant, at 7 p.m., and may be expected here on or about Thursday, the 16th inst.

O. & O. S. Co.'s steamer *Oceanic*, with the *AMERICAN MAIL*, of April 23, left Yokohama on Sunday, the 12th May, at 6 p.m., and may be expected here on or about Saturday, the 18th inst.

Melbourne, with the *FRENCH MAIL* of April 20, leaves Singapore on Wednesday.

be expected here on or about Thursday, the 23rd inst. This Packet brings replies to letters despatched from Hong-kong on March 13.

s. s. *Japan*, from Calcutta, left Singapore on the 11th May, and may be expected here on or about the 17th May.

D. D. R. steamship *Daphne* left Singapore on the 11th instant and may be

inst.

Shire Line s. s. *Monmouthshire*, from London, &c., left Singapore on the 12th instant, and may be expected here on or about the 18th inst.

O. S. S. Co.'s steamship *Stentor*, from Liverpool, left Singapore on the 14th May, and may be expected here on or about the 20th May.

P. & O. Co.'s steamship *Kashgar*, from Bombay, left Singapore for this port on

s. a. *Duke of Buckingham*, from Bordeaux, &c., will leave Haiphong for this port on or about the 15th inst.

s. s. *Melbourne*, with the French mail of 11 20th, will leave Singapore for Saigon this port at 11 o'clock this evening.

have had an opportunity of ascertaining the facts with reference to a scurrilous attack that has been made on the

in which the accusation came is not one which will likely give it much strength in the minds of respectable residents; but, the saying is, if mud is persistently thrown, it is possible that some of it may stick. The facts of the case are briefly as follows. On the 26th ult., a sapper named Emmersley reported that he was sick. He was examined by the doctor, who found

temperature was a little above the ordinary healthy temperature. The doctor, after prescribing for the man, marked him to do light duty for the day, which practi-

full working pay. In the evening, Ham-
rley was again seen by the doctor, who,
finding his temperature had not gone down,
leaving it about one point above normal;

The man to be detained in the sick ward, making his round at 10 p.m., the ward-master enquired how Hammorsley was, and received a reply: 'I'm all right; quite gay

On the following morning the medical officer examined the man and found him well, his temperature being normal, and Hammersley expressed

the same day, while with a musketry party at Kowloon, he complained of being ill, and the officer in charge told him to 'pull out,' and come quietly on, which he

er, he made no report to the medical officer. No complaint of any sort was made by him at any time afterwards; and on Monday he went, in the ordinary course

On the afternoon of that day he fainted; and, after assistance had been procured from Hongkong, he was carried on board the *Maance* in an unconscious state.

ous condition suffering from heart apoplexy. This was at 5.15 p.m.; and, although that medical skill could do was done, he died the same evening at 7.40. The

regrettable affair; but, when the true facts are stated, we think no one for a moment will doubt that the medical officers did all at their duty required. Strong as well

however, Hammeraley was really sick after he declared himself well the morning of the 27th, his

range frame of mind. There are some people whom sickness renders so peevish that they think the whole world is unjust to them and they have a strange pleasure

Such people are very difficult to deal with even in a family circle, and it stands to reason that an army medical official cannot

without a report being made. The deceased was a steady, apparently healthy man, and since his arrival in December had never been reported sick till the 28th ult. If he

ask state of health, he had himself to
amo, as a medical officer is on duty night
and day, and, on his reporting himself, he
ould have been examined, and if found

the preceding Friday. We believe General Bevan Edwards has expressed himself as perfectly satisfied that the men on board did his duty.



1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

Mails.



STEAM FOR
SINGAPORE, PENANG,
COLOMBO, ADEN, PORT SAID,
MALTA, GIBRALTAR,
MARSEILLES, BRINDISI, TRIESTE,
VENICE, PLYMOUTH AND
LONDON.

ALSO,
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERMAN GULF PORTS, MARSEILLES, TUNIS, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY PASSED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship **ESSAWUR**, Captain L. H. MUIR, with Her Majesty's Mail, will be despatched from this port on SATURDAY, 18th May, 1889, at Noon.

Cargo will be received on board until 4 p.m. on the day before sailing.

Passengers and Goods (held) at the Office until 4 p.m. on the day before sailing.

Ship and Valuable Goods for Europe will be transhipped at Colombo; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than the ordinary direct route via Colombo.

For further Particulars regarding FREIGHT AND PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bill of Lading.

Passengers desirous of insuring their baggage can do so on application at the Company's Office.

This Steamship takes Cargo and Passengers for MARSEILLES.

E. L. WOODIN, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, May 7, 1889.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship **OCEANIC** will be despatched from San Francisco, via Yokohama, on TUESDAY, the 28th May, at 1 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

First-class fares granted as follows:—To San Francisco ... \$250.00 To San Francisco and return ... 350.00 To Liverpool ... 325.00 To London ... 330.00 To other European ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of this Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, May 10, 1889.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTI PORTS; ALSO, LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

ON WEDNESDAY, the 5th day of June, 1889, at 4 p.m., the Company's Steamship **NEOKAR**, Capt. W. STRICKS, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till 10 a.m. Cargo will be received on board until 1 p.m., Specie and Parcels until 10 a.m. on the 5th June, 1889. (Parcels are not to be sent on board; they must be left at the Agent's Office). Contents and Value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, May 10, 1889.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND-RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship **CITY OF SYDNEY** will be despatched for San Francisco, via Kobe and Yokohama, on SATURDAY, 18th May, at 4 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—To San Francisco ... \$250.00 To San Francisco and return ... 350.00 To Liverpool ... 325.00 To London ... 330.00 To other European ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers by this Line have the option of proceeding overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of this Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, May 10, 1889.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES, AND EUROPE, VIA THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAYS AND STEAMERS.

THE British S.S. **PORT AUGUSTA**, 2,335 Tons, Capt. J. H. BROWN, will be despatched for VANCOUVER, B.C., via KOBE and YOKOHAMA, 24 hours after arrival.

To be followed by the S.S. **PARTHA**, on the 23rd May, and S.S. **PORT FAIRY**, on the 24th May.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Ports, by the regular Steamers of the PACIFIC COAST STEAMSHIP COMPANY and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—To Vancouver & Victoria, Mex. \$185.00 To San Francisco and return ... 230.00 To San Francisco and the United States ... 200.00 To Liverpool ... 305.00 To London ... 305.00 To other European ports at proportionate rates.

Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to points in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of this Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.

Hongkong, May 14, 1889.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; ALSO, LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 23rd of May, 1889, at Noon, the Company's S.S. **CALEDONIE**, Commandant de M. MAUREL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 22nd May, 1889. (Parcels are not to be sent on board; they must be left at the Agent's Office). Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, May 10, 1889.

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY. TENTH YEAR.

THIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of "Notes and Queries on China and Japan," has reached its fourth volume. The Review discusses those topics which are of importance to the minds of students of the "Far East" and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting facts and original papers on the Arts, Science, Education, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new department has been added, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Review in this direction, the Magazine would be more generally useful.

The Review department receives special attention, and endeavours are made to present a careful and concise record of literature on China, etc., and to give critiques embodying sketches of the most recent works on such topics. Authors and Publishers are requested to forward works to "Editor, China Review, care of China Mail Office."

The Notes and Queries are still continued and form an important means of obtaining facts and differing opinions on subjects of knowledge on obscure points.

The Correspondents' column also affords facilities for the interchange of views and discussion of various topics.

Original contributions in Chinese, Latin, or any other language are gratefully received. This paper is contributed by the members of the various Consular, Imperial Customs, and Hongkong Services, and also by the Missionary bodies among whom a high degree of Chinese scholarship is considered an essential qualification.

Regular contributors are: Dr. Chalmers, Bick, Brotschneider, and Hirth, Professor Legge, and Messrs. Balfour, Watson, Stent, Phillips, MacIntyre, Groot, Jamieson, Faber, Kopach, Parker, Playfair, Giles, and others, and a large number of names, indicating of some scholarship and thorough mastery of their subject.

The Subscription is fixed at \$5.00 per annum, postage included—payable in advance.

Orders for binding volumes will be promptly attended to. Address: "Manager, China Mail Office."

OPINIONS OF THE PRESS.

"All our learned societies should subscribe to this scholarly and interesting Review."—*Northern Christian Advocate* (U.S.).

"The China Review" has an excellent table of contents. "Celestial Empire." The publication always contains subjects of interest to sojourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers."—*Celestial Empire*.

"This number contains several articles of interest and value."—*North-China Herald*.

"The China Review for September-October fully maintains the high standard of excellence which characterises that publication, and altogether forms a very interesting and readable number. Most interesting and valuable material is contributed by Dr. Frische, on 'The August of Peking' (Rain and Snow) of Peking, showing the results of observations made at the Imperial Russian Observatory at Peking, from 1841 to 1880. 'Notes on the Dutch Occupation of Formosa,' by Mr. Geo. Phillips, contains some interesting information, although much of it is second-hand. The Notices of New Books include most genuine and appreciative reviews of 'The Divine Claims of Nan-Hua,' and the Notes and Queries are as usual very interesting."—*North-China Daily News*.

A substantial and reliable Review which all students of Chinese history and literature do well to patronise."—*Chrysanthemum*.

"The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr. Herbert A. Giles on 'The New Testament in Chinese,' is of great importance in the eyes of all missionaries."—*Mr. R. H. Parker's* "Short Journeys in Szechuen" are continued, and a goodly instalment of these travels in the interior of China is given. Mr. R. H. Parker contributes a paper of some length entitled 'The Emperor Cheng, founder of the Chinese Empire,' which will be read with genuine interest by students of Chinese history.

A few short notices of New Books and a number of Notes and Queries, one of which 'On Chinese Dates in Western Europe and Java' might appropriately have been placed under a separate heading, complete the number."—*H. K. Daily Press*.

Trainer's *Original Record* contains the following notice of the China Review:—The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the *Calcutta Review*. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of information, rendering some such channel of publicity as is now provided extremely desirable, and contributions of much interest may fairly be looked for from the members of the foreign consular services, the Chinese Customs' corps, and the missionary body, among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are so generally represented in the first number of the Review by papers highly creditable to their respective authors.

Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-po, by Mr. E. C. Blythe, is not only historically valuable, but is distinguished by its literary grace. Besides notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are also destined to find a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its predecessor in the field, and that the *China Review* may receive the support necessary to insure its continuance.

Mr. Andrew Wind.

News Agency, &c.

21, PARK ROW, NEW YORK, is authorized to receive Subscriptions, Advertisements, &c., for the China Mail, Overland China Mail, and China Review.

THE CHINA MAIL.

Merchandise in Hongkong Harbour.

Exclusion of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Section. 1. From Green Island to the Gas Works.

Section. 2. From Gas Works to Jardine's Wharf.

Section. 3. From Jardine's Wharf to the Harbour Master's Office.

Section. 4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section. 5. From P. and O. Co.'s Office to Pedlar's Wharf.

Section. 6. From Pedlar's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings.

Section. 8. From Blue Buildings to East Point.

Section. 9. From Kowloon Wharves to North Point.

Section. 10. From North Point to the P. and O. Co.'s Office.

Section. 11. Jardine's Wharf.

Merchant Vessels in Hongkong Harbour.

Exclusion of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at

Section. 1. From Green Island to the Gas Works.

Section. 2. From Gas Works to Jardine's Wharf.

Section. 3. From Jardine's Wharf to the Harbour Master's Office.

Section. 4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section. 5. From P. and O. Co.'s Office to Pedlar's Wharf.

Section. 6. From Pedlar's Wharf to the Naval Yard.

Section. 7. From Naval Yard to Blue Buildings.

Section. 8. From Blue Buildings to East Point.

Section. 9. From Kowloon Wharves to North Point.

Section. 10. From North Point to the P. and O. Co.'s Office.

Section. 11. Jardine's Wharf.

Section. 12. From Green Island to the Gas Works.

Section. 13. From Gas Works to Jardine's Wharf.

Section. 14. From Jardine's Wharf to the Harbour Master's Office.

Section. 15. From Harbour Master's Office to the P. and O. Co.'s Office.

Section. 16. From P. and O. Co.'s Office to Pedlar's Wharf.

Section. 17. From Pedlar's Wharf to the Naval Yard.

Section. 18. From Naval Yard to Blue Buildings.

Section. 19. From Blue Buildings to East Point.

Section. 20. From Kowloon Wharves to North Point.

Section. 21. From North Point to the P. and O. Co.'s Office.

Section. 22. From P. and O. Co.'s Office to Pedlar's Wharf.

Section. 23. From Pedlar's Wharf to the Naval Yard.

Section. 24. From Naval Yard to Blue Buildings.

Section. 25. From Blue Buildings to East Point.

Section. 26. From Kowloon Wharves to North Point.

Section. 27. From North Point to the P. and O. Co.'s Office.

Section. 28. From P. and O. Co.'s Office to Pedlar's Wharf.

Section. 29. From Pedlar's Wharf to the Naval Yard.

Section. 30. From Naval Yard to Blue Buildings.

Section. 31. From Blue Buildings to East Point.

Section. 32. From Kowloon Wharves to North Point.

Section. 33. From North Point to the P. and O. Co.'s Office.

Section. 34. From P. and O. Co.'s Office to Pedlar's Wharf.

Section. 35. From Pedlar's Wharf to the Naval Yard.

Section. 36. From Naval Yard to Blue Buildings.

Section. 37. From Blue Buildings to East Point.

Section. 38. From Kowloon Wharves to North Point.

Section. 39. From North Point to the P. and O. Co.'s Office.

Section. 40. From P. and O. Co.'s Office to Pedlar's Wharf.

Section. 41. From Pedlar's Wharf to the Naval Yard.

Section. 42. From Naval Yard to Blue Buildings.

Section. 43. From Blue Buildings to East Point.

Section. 44. From Kowloon Wharves to North Point.

Section. 45. From North Point to the P. and O. Co.'s Office.

Section. 46. From P. and O. Co.'s Office to Pedlar's Wharf.

Section. 47. From Pedlar's Wharf to the Naval Yard.

Section. 48. From Naval Yard to Blue Buildings.

Section. 49. From Blue Buildings to East Point.

Section. 50. From Kowloon Wharves to North Point.

Section. 51. From North Point to the P. and O. Co.'s Office.

Section. 52. From P. and O. Co.'s Office to Pedlar's Wharf.

Section. 53. From Pedlar's Wharf to the Naval Yard.

Section. 54. From Naval Yard to Blue Buildings.

Section. 55. From Blue Buildings to East Point.

Section. 56. From Kowloon Wharves to North Point.

Section. 57. From North Point to the P. and O. Co.'s Office.

Section. 58. From P. and O. Co.'s Office to Pedlar's Wharf.

Section. 59. From Pedlar's Wharf to the Naval Yard.

Section. 60. From Naval Yard to Blue Buildings.

Section. 61. From Blue Buildings to East Point.

Section. 62. From Kowloon Wharves to North Point.

Section. 63. From North Point to the P. and O. Co.'s Office.

Section. 64. From P. and O. Co.'s Office to Pedlar's Wharf.

Section. 65. From Pedlar's Wharf to the Naval Yard.

Section. 66. From Naval Yard to Blue Buildings.

Section. 67. From Blue Buildings to East Point.

Section. 68. From Kowloon Wharves to North Point.

Section. 69. From North Point to the P. and O. Co.'s Office.

Section. 70. From P. and O. Co.'s Office to Pedlar's Wharf.

Section. 71. From Pedlar's Wharf to the Naval Yard.

Section. 72. From Naval Yard to Blue Buildings.

Section. 73. From Blue Buildings to East Point.

Section. 74. From Kowloon Wharves to North Point.

Section. 75. From North Point to the P. and O. Co.'s Office.

Section. 76. From P. and